

### Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

### Listing of Claims:

Claim 1 (currently amended):

A braking device for a motor vehicle fitted with an air conditioning circuit (K) containing a cooling fluid, a compressor (K1) and an expansion valve (K2), including a first source of cooling fluid (F1) selectively delivering a gaseous cooling fluid at a high pressure, a second source of cooling fluid (F2) selectively delivering the gaseous cooling fluid at a low pressure that is lower than the high pressure, and a pneumatic brake booster (F3) comprising a variable volume working chamber (F30) and a control valve (F31) ~~for~~ selectively actuated by a first ~~or impulse and by a second impulse, the control valve being operable~~ to connect respectively the working chamber (F30) to the first (F1) source of cooling fluid in response to receipt of the first impulse and being operable to connect the working chamber (F30) to the second (F2) source of cooling fluid in response to receipt of the second impulse ~~or the second (F2) source of fluid~~, characterized in that the first source of fluid (F1) comprises a first portion (KC1) of the air conditioning circuit (K) that is located downstream of the compressor (K1) and is located upstream of the expansion valve (K2) a direction of flow (X) of the cooling fluid in the air conditioning circuit (K).

Claim 2 (previously presented):

The braking device according to Claim 1, characterized in that the second source of fluid (F2) comprises a second portion (KC2) of the air conditioning circuit and is located downstream of the expansion valve (K2) and is located upstream of the compressor (K1) in the direction of flow (X) of the cooling fluid.

Claim 3 (previously presented):

The braking device according to claim 1, characterized in that the first portion (KC1) of the air conditioning circuit comprises a high pressure accumulator (KS1).

Claim 4 (previously presented):

The braking device according to claim 2, characterized in that the second portion (KC2) of the air conditioning circuit comprises a low pressure accumulator (KS2).

Claim 5 (previously presented):

The braking device according to claim 1, characterized in that the valve (F31) is sensitive to an actuation signal (Sact) having selectively at least a first state (Sact1) or a second state (Sact2) and in that the first and second states (Sact1, Sact2) of the actuation signal (Sact) constitute respectively the first and second impulses for the valve (F31).

Claim 6 (previously presented):

The braking device according to Claim 5, characterized in that it comprises at least two brake motors (F4, F5) moved by the booster (F3) and selectively adopting a mechanically locked state of the parking brake or a passive state without mechanical locking of the parking brake, a control signal generator (Gcom) suitable for selectively producing a control signal (Scom) and a signal combining circuit (Clog), this signal combining circuit delivering to the valve (F31) the actuation signal (Sact) in its first state (Sact1) in response to the simultaneous detection of the control signal (Scom) and of the mechanically unlocked state of the parking brake of the brake motors (F4, F5).

Claim 7 (previously presented):

The braking device according to claim 2, characterized in that the first portion (KC1) of the air conditioning circuit comprises a high pressure accumulator (KS1).

Claim 8 (previously presented):

The braking device according to claim 7, characterized in that the second portion (KC2) of the air conditioning circuit comprises a low pressure accumulator (KS2).

Claim 9 (previously presented):

The braking device according to claim 8, characterized in that the valve (F31) is sensitive to an actuation signal (Sact) having selectively at least a first state (Sact1) or a second state (Sact2) and in that the first and second states (Sact1, Sact2) of the actuation signal (Sact) constitute respectively the first and second impulses for the valve (F31).

Claim 10 (previously presented):

The braking device according to Claim 9, characterized in that it comprises at least two brake motors (F4, F5) moved by the booster (F3) and selectively adopting a mechanically locked state of the parking brake or a passive state without mechanical locking of the parking brake, a control signal generator (Gcom) suitable for selectively producing a control signal (Scom) and a signal combining circuit (Clog), this signal combining circuit delivering to the valve (F31) the actuation signal (Sact) in its first state (Sact1) in response to the simultaneous detection of the control signal (Scom) and of the mechanically unlocked state of the parking brake of the brake motors (F4, F5).